



# Chicago Metropolitan Agency for Planning

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## MEMORANDUM

**To:** CMAP Board

**Date:** May 5, 2009

**From:** CMAP Staff

**Re:** Developments of Regional Importance (DRI) Process:  
Recommendation for two year Pilot DRI process

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As you consider approving the proposed process for reviewing Developments of Regional Importance, we thought it would be helpful to provide you with a condensed chronology of how the process was developed by the Programming Coordinating Committee (PCC). All related materials can be found at <http://www.cmap.illinois.gov/programming/minutes.aspx>.

The following are also included for your review:

- The recommended DRI Process for your consideration and approval
- Updated Frequently Asked Questions
- Summary of public and stakeholder comments and responses
- DRI historical examples

### **Brief Chronology of the Development of the DRI Process**

**October 2007:** The General Assembly voted to override the Amendatory Veto by Governor Blagojevich and Senate Bill 1201 became law. The law included a mandate for CMAP to create the process for reviewing “Developments of Regional Importance.”

The PCC designated a subcommittee to work with staff to initiate developing the process for reviewing DRIs.

**November 2007-May 2008:** The subcommittee met a number of times and reviewed other DRI programs throughout the country, discussed potential criteria, thresholds and historical examples of regional DRIs and ultimately presented a draft document to the PCC for discussion. That draft went through a few modifications.

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**June-August 2008:** The PCC directed staff to present the document for input and feedback to the working committees. The committees presented their input to the PCC, and staff was directed to summarize the comments and make changes to the document as necessary.

**September 2008:** The PCC approved by consensus to release the DRI Process document (later referred to as version 1) for stakeholder and public input. The deadline for stakeholder and public comment was December 1, 2008. Over the course of the comment period, we reached out to many stakeholder groups and convened or presented at 20 meetings across the region to gain input on the draft document.

**December 2008:** The Urban Land Institute (ULI) presented to the PCC the results of their Technical Assistance Panel to address an alternative process to review DRIs. Staff summarized the other public comments on the draft document.

**January 2009:** The PCC reviewed a matrix of the received comments including a summary and response to the comments, a thematic comparison of the ULI proposal and the DRI Process document, the staff's general comments on ULI's proposal and the original DRI Process document that incorporates the comments, amendments and staff suggestions. In response to public comment, working committee concerns and PCC discussion, the DRI process was completely rewritten, based on the criteria and thresholds presented by ULI, to describe an entirely different approach to addressing the DRI review process. This would become version 2.

**February 2009:** The PCC released version 2 of the document for a 45-day public comment period, including working committee review.

**April 2009:** At the direction of the PCC, after releasing the DRI version 2 proposal for public comment and working committee review, the staff was also directed to return with a proposal for a practical and implementable two year pilot DRI process at CMAP. After observing the discussion by CMAP working committees and various stakeholders as they prepared to respond to DRI version 2, it was clear that debate over fundamental questions of what is regionally important and what constitutes reasonable thresholds will continue throughout the pilot period.

At this point, however, staff observes that there is sufficient comfort with the principle of using thresholds and criteria to improve transparency and provide the CMAP Board with guidance in making their decision to accept or dismiss a proposed DRI for further review. Staff's primary objective in making the proposed recommendation is to expedite the launch of the pilot program and ensure that at least some aspect of the stakeholder responses to the DRI version 2 proposal will have an opportunity to be tested.

Because the burden of demonstrating these thresholds falls on the applicant, we feel it is important that the measures be clear and easily applied. More sophisticated evaluations of

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traffic, community and environmental impacts will still be possible should the Board direct the staff to prepare an advisory report.

The PCC recommended that the Board approve the version 2 proposal with the proposed staff modifications and direct staff to prepare the administrative procedures and necessary application materials to accompany the DRI process as approved and make these available to the public by July 1, 2009 with the pilot program officially running from August 1, 2009 to July 31, 2011.

**May 2009:** The CMAP Board considers approving the DRI Process as stated for a two year trial period.

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## **Proposed CMAP Process for addressing Developments of Regional Importance**

As recommended by the Programming Coordinating Committee to the CMAP Board

### **Background**

Assessing the impacts and providing planning guidance on Developments of Regional Importance (DRIs) is a new element to the work program of the Chicago Metropolitan Agency for Planning (CMAP). The preceding regional planning agencies had occasional involvement in regionally significant land use or economic development proposals in addition to including major capital transportation improvements in the Regional Transportation Plan (RTP). CMAP's DRI process provides a new opportunity for regional partners to comprehensively assess the regional implications of large-scale development proposals, reconcile regional priorities associated with these proposals and coordinate independent actions in support of regional goals. Examining these impacts from the regional perspective offers an opportunity to align projects and create consistency with our regional plans such as the CMAP GO TO 2040 Plan.

The Illinois Legislature specifically enabled<sup>1</sup> CMAP in this area:

Sec. 47. Developments of Regional Importance. The Board shall consider the regional and intergovernmental impacts of proposed major developments, infrastructure investments and major policies and actions by public and private entities on natural resources, neighboring communities, and residents. The Board shall:

- (a) Define the Scope of Developments of Regional Importance (DRI) and create an efficient process for reviewing them.
- (b) Require any DRI project sponsor, which can be either a public or private entity, to submit information about the proposed DRI to CMAP and neighboring communities, counties, and regional planning and transportation agencies for review.
- (c) Review and comment on a proposed DRI regarding consistency with regional plans and intergovernmental and regional impacts.

It is CMAP's intent to review development proposals that have the possibility of introducing widespread regional impacts to the daily activities of significant numbers of people or to the natural environment. Of particular concern are characteristics of proposals that may have impacts beyond the jurisdiction of the permitting agency (e.g. municipal zoning, county stormwater, state transportation departments). At the same time, it is not CMAP's intent to usurp the due authority of permitting agencies or unnecessarily delay a proposed development with a review of questionable relevance or value.

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<sup>1</sup> Illinois General Assembly, **Public Act 095-0677**.

## **Introduction**

This DRI process is intended for a two-year trial period by CMAP. At that time, the process and its effectiveness will be reviewed by the CMAP Board.

### **1. Requesting a DRI review**

Requests that CMAP review a project may be made by:

- Municipal or County resolution
- A CMAP Board member or the Executive Director
- Majority vote of a CMAP Coordinating Committee
- A public or private project sponsor

Citizens, private organizations and other government entities may initiate a DRI review via any of the above means.

A standard request form will require sufficient supporting information to allow CMAP staff to certify that the request is legitimately made and the proposed DRI meets criteria and exceeds thresholds needed for the review to proceed.

CMAP will notify jurisdictions with authority and affected property owner(s) of record of the request for a DRI review. Neighboring property owners and jurisdictions will be notified in consultation with the local government. The request will also be posted on CMAP's Website in a form permitting interested individuals to subscribe for e-mail notification.

All requests will be submitted for review by the CMAP Board accompanied by the staff assessment outlined under item 4 below.

### **2. Criteria that determine CMAP's time window for reviewing a DRI.**

These criteria are applied depending on whether the request is to review a private or public project.

- For privately funded developments, requests for a DRI review are accepted by CMAP staff only after the relevant zoning change application has been filed with the local governments with jurisdiction. DRI designations must be made prior to development rights being vested by the appropriate local government using its zoning authority to permit the proposed use by right.
- For publicly funded developments, requests for a DRI review are accepted by CMAP staff only after the project is programmed for preliminary engineering. DRI designations must be made prior to the project being programmed for construction. If all necessary federal or state permits are already issued then CMAP will not review the development under the DRI process.

**3. Thresholds that must be exceeded for CMAP to proceed with a DRI review.**

At least **one** of following quantitative thresholds must be exceeded in order for CMAP to proceed with a DRI review.

- The project is estimated to generate or divert greater than 50,000 auto vehicle trips (or truck equivalent) per day on the region's highway system.
- The project is estimated to add a net discharge of greater than 5 millions gallons effluent per day.
- The project adds greater than 500 acres of impervious paved surfaces and rooftops.

Projects within 100 yards of critical streams and natural areas as identified in the accompanying map may proceed with a DRI review by applying the above thresholds reduced by 50%.

**4. DRI designation by the CMAP Board.**

The following steps compose the DRI Review by the CMAP Board.

**A. CMAP staff prepares documentation certifying that:**

- The DRI request has been properly made.
- Criteria to review within the proper time window are met.
- DRI thresholds are exceeded based on reported characteristics of the project.

**B. The DRI request and the staff documentation is placed on the agenda for the next regular Board meeting.**

**C. After discussion, the Board votes to accept/reject the DRI review request.**

- By accepting: The Board is directing CMAP staff to conduct an evaluation and prepare an advisory report within 30 days.
- By rejecting: The Board is directing CMAP staff to issue a statement of no further action on the request.

**D. CMAP will notify jurisdictions with authority and affected property owner(s) of record of the Board's decision. Neighboring property owners and jurisdictions will be notified in consultation with the local government. The Board's decision will also be posted on CMAP's Website in a form permitting interested individuals to subscribe for e-mail notification.**

## 5. DRI Advisory Report

The following steps compose the preparation by CMAP staff of the DRI Advisory report. A DRI Advisory Report is prepared only if the Board votes to accept the DRI review request. The DRI Advisory Report must be published within 30 days of the Board's acceptance of the DRI request. The report will contain recommendations in support of our regional comprehensive plan and best management practices.

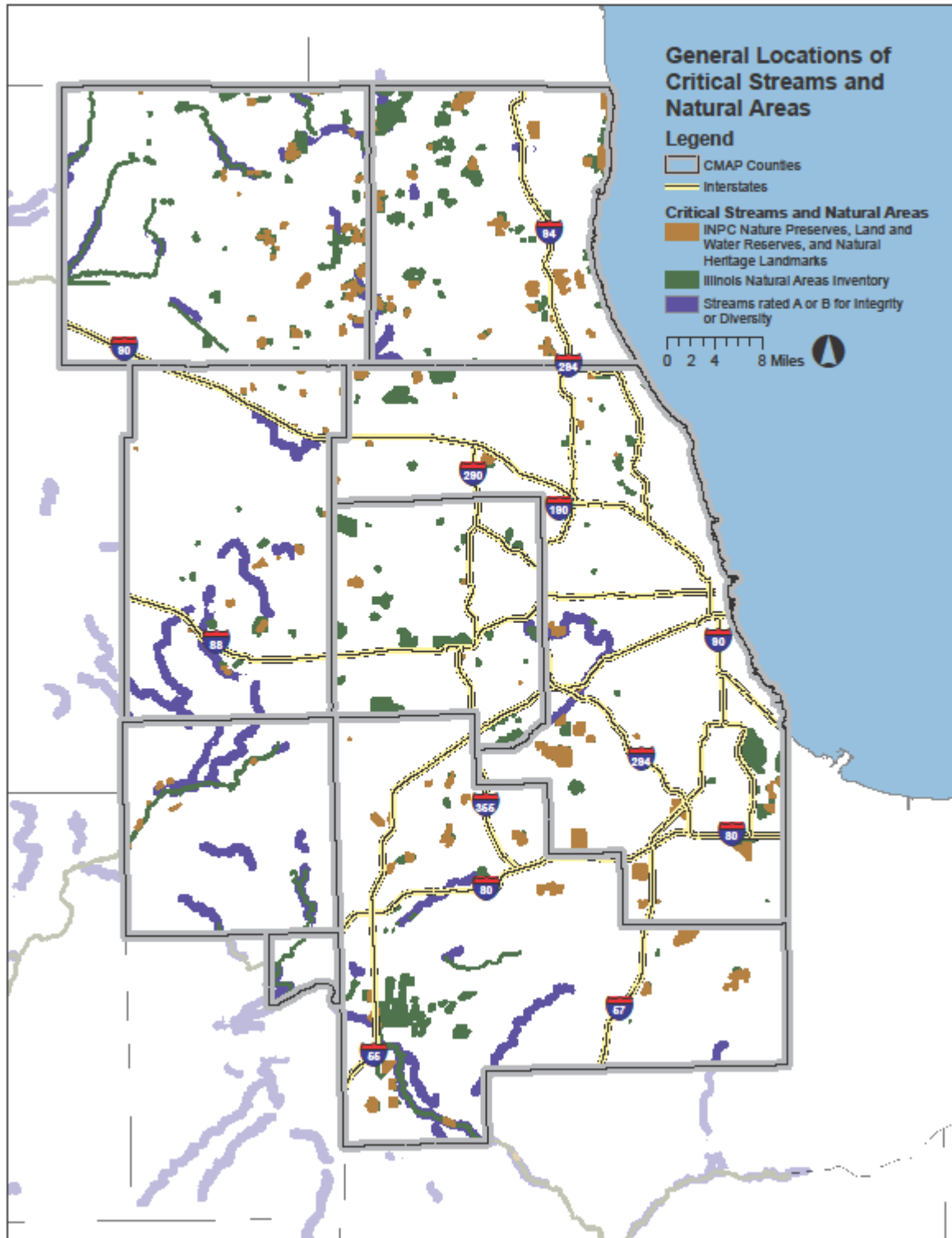
- A. CMAP staff prepares an outline of advisory report topics to be evaluated along with an itemization of information needed to analyze the project (including but not limited to traffic estimates, site maps, proposed uses and densities). The advisory report will seek to establish whether the proposal:
  - a. Significantly affects important features of the natural environment.
  - b. Significantly changes prevailing development density. Examples include large new developments that might place unexpected burdens on water supply, sewer, storm water and local road systems.
  - c. Significantly affects operations on a regional transportation facility. Examples include major commercial, industrial or warehousing developments sited for convenient access to expressways and tollways.
  - d. Significantly changes existing land use patterns. Examples include substantial conversion between agricultural, residential, commercial and/or industrial uses.
  - e. Affects the function or performance of a planned or existing public investment.
- B. If CMAP staff does not currently have access to needed data, a request is made to jurisdictions with authority. At their discretion, the jurisdiction may pass the request to an appropriate provider of the data. In any case, CMAP staff will proceed with preparing the advisory report with the best available data.
- C. CMAP staff will formally submit the report to the CMAP Board. CMAP will notify jurisdictions with authority and affected property owner(s) of record of the advisory report publication. Neighboring property owners and jurisdictions will be notified in consultation with the local government. The publication will also be posted on CMAP's Website in a form permitting interested individuals to subscribe for e-mail notification.

## 6. Closing the DRI review

The DRI process is considered complete once CMAP publishes the advisory report or issues a No Further Action statement. CMAP will not accept repeat requests to review a project unless the scope or scale of the project has substantially changed.

The CMAP Board may hold subsequent discussion on the subject matter of the advisory report at its discretion.





**\*\*This map will be available online in a navigable format on July 1, 2009.**



## **Frequently Asked Questions (FAQs)**

### **What is a Development of Regional Importance (DRI)?**

A DRI is a large-scale development proposal that has the possibility of introducing widespread regional impacts to the daily activities of significant numbers of people or the natural environment.

### **Does CMAP charge a fee to review a DRI?**

There are currently no plans to charge a fee for reviewing a potential DRI.

### **Are there any financial incentives to encourage compliance?**

There is no current policy for financial incentives.

### **What kinds of response might the CMAP Board give in their review?**

In acting on the DRI request, the Board may either issue statement of No Further Action or direct staff to prepare an advisory report to be completed within 30 days. The Board may review and comment on the advisory report content at its discretion.

### **Why would anyone want to have their projects reviewed?**

Sponsors can receive good publicity akin to a 'Good Planning Seal of Approval.' CMAP's review may also assist proposal sponsors in responding to local concerns regarding the impacts of a proposal. The dialogue and evaluation associated with the DRI process may also reveal opportunities to improve a proposal.

### **Does CMAP have the authority to stop a project?**

No, CMAP's role is advisory.

### **What happens after a DRI review?**

After the DRI review, the process is complete. CMAP may hold further discussion at its discretion.

### **How should advocacy groups and citizens initiate a DRI?**

All individuals are governed by a County or municipality and they are free to communicate with governmental leaders inside and outside their own jurisdictions. All counties and municipalities are represented by members on the CMAP Board. Specific planning interests are also represented on CMAP working committees. This allows any individual or advocacy group an avenue to organize a formal DRI review request.

### **Will affected communities and interested parties be alerted that a project is being considered for a DRI?**

Yes, through conventional methods of public notification and disclosure such as the local zoning administrator, media and internet.

**What is the role of CMAP staff in the DRI process?**

Only CMAP's Executive Director may request a DRI review. Existing staff will be trained to manage DRI administration. Senior staff with subject matter expertise will be asked to prepare an Advisory Report if necessary.

**How does the DRI complement the *GO TO 2040* Plan?**

A proposed DRI will be reviewed and recommendations made based on consistency with CMAP's regional plans.

**Does the DRI process replace or duplicate other CMAP review procedures?**

No, the DRI process is intended to review the comprehensive planning implications of large-scale development. Other review procedures focus on more strategic planning concerns.

**How many votes are needed for the CMAP Board to act on a DRI request?**

CMAP's Board requires a supermajority of 12 of 15 votes to act on any matter before them.

**Can CMAP's Board override the threshold requirement for any proposed DRI review?**

The CMAP Board has legislative authority to consider regional and intergovernmental impacts of proposed developments.

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## MEMORANDUM

**To:** CMAP Board

**Date:** May 5, 2009

**From:** CMAP Staff

**Re:** DRI 2.0--Public Commenters, Public Comment Matrix,  
Public Comment and Response

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## PUBLIC COMMENTERS

1. Environment & Natural Resources Working Committee
2. Metropolis 2020
3. Paul Heltne
4. Metropolitan Planning Council
5. Will County
6. Metro Mayors Caucus
7. DuPage County
8. Regional Transportation Authority
9. Dan Strick
10. City of Naperville
11. Robert Munson
12. Jean Egerman
13. Lake County Stormwater Management Commission
14. United States Department of the Interior
15. Northwest Municipal Conference
16. Anja Claus
17. American Planning Association – Illinois Chapter
18. Will County Center for Economic Development
19. DuPage Mayors and Managers Conference
20. Village of Manhattan
21. Will County Governmental League
22. City of Joliet



## COMMENT MATRIX

	Total (19)
Thresholds are too high.	14
Only meet one threshold to qualify as a DRI.	14
Thresholds should include the natural environment.	14
DRI should be consistent with the 2040 Plan (CMAP or NIPC).	4
Thresholds should include a component of location/population density.	4
The thresholds do not address “major policies and actions by public and private entities.”	3
‘Regional’ should be defined.	3
There should be an incentive to participate in the DRI process.	3
Forest preserves, conservation districts should be able to refer a DRI.	3
In a multi-phased development is the proposed ultimate build out the project considered in identifying a DRI?	2
Clarification is needed to determine meaning of “programmed for preliminary engineering”.	3
Notification requirements should be uniform.	2
Can the Board override the results of a threshold review?	1

## PUBLIC COMMENTS

## 1. Environment &amp; Natural Resources Working Committee

*Recommendation:* One threshold met should be the requirement.

*Response:* The current draft as recommended by the PCC has a one threshold requirement.

Thresholds should be –

- Project estimated to generate greater than 30,000 auto vehicle trips
- Project is estimated to create a net discharge greater than 2 million gallons of effluent per day, or result in a 0.5 mgd increase in capacity with discharge to or
- upstream as least one of the following: a stream characterized as an A, B, or C for biological integrity or diversity, a body of water within an Illinois Natural Areas Inventory site and a body of water known to harbor one or more state or federal threatened or endangered species.
- Project includes a requested expansion to a Facility Plan Area of a 2,000 acres or greater, or 1,000 acres or greater if the expansion area includes one of the following as stated above.

- The projects includes greater than a net increase of 100 acres of impervious surface or a net increase of 50 acres of impervious surface within 100 yards of the following as stated in #2.
- The project would create a demand of 100,000 gallons or more per day of groundwater or surface water withdrawn from non Lake Michigan sources.

**Response:** The current draft includes a threshold that any proposal within 100 yards of critical streams and natural areas would proceed with a DRI review by applying the existing thresholds reduced by 50%.

## **2. Metropolis 2020**

**Observation:** The thresholds are too high and do not include significant elements such as groundwater withdrawal.

**Recommendation:** One threshold met should be the requirement.

**Response:** The current draft as recommended by the PCC has a one threshold requirement.

- Notification of a possible DRI should be given to all local governments, as well as any planning, transportation, neighborhood and community organizations serving the area.
- Neighboring communities should have an opportunity to review and comment to the host community on the DRI proposal.

## **3. Paul Heltne**

**Observation:** Thresholds are too high for any projects to qualify.

**Recommendation:** One threshold met should be the requirement.

**Response:** The current draft has a one threshold requirement.

- Requestors for a DRI should include federal and state agencies and any taxing authority within the region.
- The criteria to determine CMAP's time window should not be reliant on any other agency zoning reviews or action.
- The advisory report conducted by staff should detail affects on the environment, compliance with air quality standards, and availability of water supplies.

**Response:** The advisory report will consider all aspects of natural environment working in partnership with CMAP's Environmental & Natural Resource Committee. The advisory report should be circulated to all interested parties for public comment and suggestions. The Board after reviewing all comments would issue a final report to all relevant agencies. The nature of this final report would include input and comments from stakeholders.

## **4. Metropolitan Planning Council**

**Observation:** Thresholds are too high. Location of developments is critical.

**Recommendation:** Thresholds should be lowered



Thresholds should be expanded to include water consumption, energy consumption, greenhouse gas and airborne pollutant emissions and effects on arterial traffic and transit ridership

**Response:** The current draft includes a threshold that any proposal within 100 yards of critical streams and natural areas would proceed with a DRI review by applying the existing thresholds reduced by 50%.

- Create a threshold that would account for different impacts based on location.
- Refer to DRI criteria for Georgia and Florida.

## 5. Will County

*Observation:* This draft is acceptable. This process with a two-year trial period is supported.

## 6. Mayors Caucus

*Observation:* This draft promotes a positive CMAP intention. The draft does not describe what happens after advisory report is prepared.

**Response:** The current draft contains language that explicitly closes the DRI review.

*Recommendation:* All requests will be submitted for approval by the CMAP Board.

**Response:** The current draft contains language that all requests will be submitted for review by the CMAP Board.

## 7. DuPage County

*Observation:* This draft positively reflects the wishes of the PCC. This process with a two-year trial period is supported. Good Job!

## 8. Regional Transportation Authority (RTA)

*Observation:* Overall the proposal is strong. Thresholds are too high. Regarding private developments, can other non zoning applications become the starting point for a DRI review?

Regarding public developments, clarification is needed to determine meaning of "programmed for preliminary engineering".

*Recommendation:* One threshold met should be the requirement.

**Response:** The current draft has a one threshold requirement.

- The draft regarding the advisory report should consider entertainment venues and reference transit.

## 9. Dan Strick

*Observation:* This draft is a much better product.

*Recommendation:* The way in which to request a DRI should stay as stated in version 1. One threshold met should be the requirement.

**Response:** The current draft has a one threshold requirement.

- In the advisory report section, it should explicitly state that the proposal be consistent with regional plans as recognized by CMAP.

**Response:** That is not overtly outlined in this area; however DRIs will be reviewed and recommendations made based on consistency with regional plans.

## **10. City of Naperville**

**Observation:** What will be achieved through the notification process? Will CMAP hold public hearings? How will public/private partnerships be addressed? Regarding public developments, clarification is needed to determine meaning of “programmed for preliminary engineering”. Who will be responsible for proving the thresholds are met?

**Response:** The requestor of a DRI review must prove that a threshold has been met.

- Can the CMAP Board direct staff to prepare an advisory report for a project that does not exceed thresholds?

**Response:** What will be the effects or outcome of producing an advisory report?

**Response:** The advisory report will recommend strategies that are consistent with regional plans.

- The 30 day timeline for data collection, analysis and reporting seems unattainable. What happens if the report is not completed in the 30 day time period?

**Response:** If the advisory report is not followed, what are the repercussions?

**Response:** CMAP’s role and advisory report is ‘advisory’.

**Recommendation:** Notification requirements should be made uniform.

## **11. Robert Munson**

**Observation:** DRI is strategically important. DRI version 1 taught us that the state must clarify who is boss. DRI version 2 starts as a tactical retreat that repackages DRI into a “campaign” that incentivizes developers, yet restarts with the weight of state authority. This should be done within the perspective that the DRI for the next 18 months is a tertiary priority.

## **12. Jean Eagerman**

**Observation:** Thresholds are too high. Thresholds do not account for population density. Projects hit a ‘dead end’ when the CMAP Board decides No Further Action is necessary.

**Response:** The DRI process is considered complete once CMAP publishes the advisory report or issues a No Further Action statement. CMAP will not accept repeat requests to review a project unless the scope has substantially changed.

**Recommendation:** Add a population component to the thresholds. Add a second level of support for projects that do not constitute a DRI.

**Response:** CMAP since its inception provides community and technical assistance for agencies, organizations and communities within the region.

### **13. Lake County Stormwater Management Commission**

**Observation:** Thresholds are too high.

**Recommendation:** One threshold met should be the requirement.

**Response:** The current draft has a one threshold requirement.

- "Regional" should be defined.

### **14. United States Department of the Interior**

**Observation:** Thresholds are too high. Thresholds do not consider impacts on natural resources.

**Response:** The current draft includes a threshold that any proposal within 100 yards of critical streams and natural areas would proceed with a DRI review by applying the existing thresholds reduced by 50%.

**Recommendation:** Forest preserves, conservation districts should be able to refer a DRI. Incentives to use best management practices and design projects should be implemented.

### **15. Northwest Municipal Conference**

**Observation:** We support the revised version. It contains a clear process for determining DRIs.

NWMC appreciate the work that CMAP staff and ULI put into the new process.

### **16. Anja Claus:**

**Recommendation:** How can we recognize DRIs if we have not linked the process to our regional vision and plan? Projects should be consistent with our regional plans.

**Response:** DRIs will be reviewed and recommendations made based on consistency with regional plans.

- Are we currently implementing the previous NIPC 2040 plan? If so, the strategies could inform the DRI thresholds.
- Rigid thresholds are likely to be obsolete in a short time period.
- Thresholds should be expanded to include air quality, water quality, soils, agricultural lands and floodplains

**Response:** The current draft includes a threshold that any proposal within 100 yards of critical streams and natural areas would proceed with a DRI review by applying the existing thresholds reduced by 50%.

- How do current thresholds capture impacts from infrastructure investment, major policies and actions?
- Thresholds should vary by locality, population densities and development characteristics vary significantly throughout the region.

## **17. American Planning Association – Illinois Chapter**

**Observation:** We applaud the work of CMAP of creating this process. However, there is disconnection between stated goals in the 'Background' section of the DRI 2.0 and the actual process delineated thereafter. The DRI draft does not refer or address consistency with the 2040 Plan. Other regional documents, such as the Green Infrastructure Vision Plan and Common Ground plans and policies should be utilized in the assessment and review of potential DRIs. The DRI thresholds do not address "major policies and actions by public and private entities." Thresholds are too high. There is no real incentive to encourage participation in the process.

**Recommendation:** One threshold met should be the requirement.

**Response:** The current draft has a one threshold requirement.

- Thresholds impacting the natural environment should be incorporated.

**Response:** The current draft includes a threshold that any proposal within 100 yards of critical streams and natural areas would proceed with a DRI review by applying the existing thresholds reduced by 50%.

- Thresholds should vary by locality, population densities and development characteristics vary significantly throughout the region.

## **18. Will County Center for Economic Development**

**Observation:** What is the definition of the following terms:

- Widespread regional impacts
- Truck equivalent number equal to 50,000 auto vehicle trips
- Net discharge
- Impervious paved surfaces
- Significantly affects, significantly changes, affects the function or performance

In a multi-phased development is the proposed ultimate build out the project considered in identifying a DRI? Will the developer, jurisdictions with authority have any formal role in the review process?

*Recommendation:* The document needs an overall “Statement of Purpose” for the review.

- DRI process should only advise local units of government.
- Only elected officials should be able to refer a DRI.
- A project should impact 70% of the Chicagoland population before it’s considered a DRI.

## **19. DuPage Mayors and Managers Conference**

*Observation:* Public transit is largely unaddressed in this process. Several terms are unclear, need definitions for programmed, private sponsor, sufficient supporting information, significantly and substantial change. Need clarification on several steps in the process such as public/private partnerships, data collection, advisory report content and relation to comprehensive planning. There is no definition of a DRI. A DRI review should be requested by a vote of the Board, not an individual. Can the Board override the results of a threshold review?

*Response:* The CMAP Board has legislative authority to consider regional and intergovernmental impacts of proposed developments.

- Does the advisory report only include facts or also recommendations?

*Response:* The advisory report will contain recommendations in support of the *GO TO 2040* Plan and Best Management Practices.

- Will CMAP incorporate policies into DRI review as stated in the enabling legislation?

## **20. Village of Manhattan**

*Observation:* The DRI process has improved. The thresholds will ensure only regional projects are considered. This process may be a stepping stone to minimize or eliminate local authority. The Village encourages CMAP to take the lead in planning regional projects, such as the proposed Illiana Expressway. Promoting consensus among communities, good planning and design will benefit the entire region.

## **21. Will County Governmental League**

*Recommendation:* Add language that utility projects (water and sewer lines, etcetera) do not trigger a DRI. For projects within 100 yards of critical natural area, if there is a DNR review underway, that satisfies the requirement. Clarify that these critical natural areas are DNR identified areas.

## **22. City of Joliet**

*Recommendation:* There needs to be a “Statement of Purpose” regarding the DRI review process which states the advisory role of CMAP. The DRI process should be used only to advise local government on best practices.

*Response:* DRIs are advisory and the reports issued will be recommendations made based on consistency with regional plans.

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- A 2-year trial period for the DRI process during which time all projects are trial cases only without any official recommendations made by CMAP.
- Local environmental and zoning hearings should fulfill the public hearing requirement required by the DRI process.

*Response:* There is no DRI public hearing requirement.

- A DRI should only be brought to CMAP by local elected officials.
- A project should impact 70% of the Chicagoland population before being considered a DRI.

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## MEMORANDUM

**To:** CMAP Board

**Date:** May 5, 2009

**From:** CMAP Staff

**Re:** DRI Historical Examples

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CMAP staff have applied the DRI thresholds to past large developments in the region. The table below illustrates how these developments would have met the current threshold requirement.

**Imperviousness.** Imperviousness was estimated from the 2001 National Land Cover Dataset with the development footprint (site area) defined by the polygons from the NIPC 2001 land use inventory.

Development name	% impervious	Site area (ac)	Impervious area (ac)	DRI Condition: 500 ac impervious
Chicago Midway	71	762	542	YES
Chicago O'Hare	58	5480	3169	YES
Sears Headquarters	41	172	71	NO
Six Flags Great America <sup>1</sup>	12	288	35	NO
Woodfield Mall	91	135	122	NO

**Trip generation.** Trip generation was estimated from the Institute of Transportation Engineers' *Trip Generation Report*, 7<sup>th</sup> Edition.

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<sup>1</sup> The estimate of imperviousness for Great America may actually reflect conditions prior to the opening of the associated water park.

<b>Development name</b>	<b>Unit</b>		<b>Rate/Daily Weekday</b>	<b>Number of new passenger-car-equivalent trips per day</b>	<b>DRI Condition: 50,000 vehicles per day</b>
<b>Shopping Center 820</b>					
Aurora Outlet Mall	477	TSF Gross	42.94	20,482	NO
Woodfield Mall	1900	TSF Gross	42.94	81,586	YES
Fox Valley Shopping Center	1400	TSF Gross	42.94	60,116	YES
<b>Business Park 770</b>					
Sears Headquarters Hoffman Estates	2,423	TSF Gross	12.76	30,917	NO
<b>Residential Planned Unit Development 270</b>					
The Glen: Glenview Naval Air Station Conversion	1,121	Acres	46.78	52,440	YES
<b>Free Standing Discount Store 815</b>					
IKEA	400	TSF Gross	56.02	22,408	NO
<b>Arena 460</b>					
Toyota Park Chicago Fire Soccer Club	8	Acres	33.33	267	NO
<b>Commercial Airport 021</b>					
O'Hare Airport	2,409	Flights/ Day	104.73	252,295	YES
Midway Airport	695	Flights/ Day	104.73	72,787	YES
<b>Amusement Park 480</b>					
Great America	300	Acres	180.20	54,060	YES
<b>Single Family Homes 210</b>					
Del Webb's Sun City development in Huntley	5,000	DU	9.57	47,850	NO

TSF = gross square feet building area in 1,000s

**Effluent.** Wastewater flows were estimated from rates in Metcalf and Eddy, Inc.'s *Wastewater Engineering Treatment and Reuse*, 4<sup>th</sup> Edition, Table 3-4, republished in *The Water Encyclopedia*, 3<sup>rd</sup> Edition.



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<b>Development name</b>	Rate	Units	Estimated as	Total daily units	Est. mgd	DRI condition: 5 mgd
Chicago Midway Airport	5	gal/passenger	Airport	47,508	0.24	NO
Chicago O'Hare	5	gal/passenger	Airport	190,010	0.95	NO
Sears Headquarters	13	gal/employee	Office	1,550	0.02	NO
Six Flags Great America	2	gal/visitor	Fairground	20,440	0.04	NO
Woodfield Mall	10	gal/employee	Shopping center	3,184	0.03	NO

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